

## Calendar No. 134

85TH CONGRESS      }      SENATE      }      REPORT  
1st Session      }           }      No. 138

### INCREASING THE LIMIT OF COST FOR CONSTRUCTION AND EQUIPMENT OF THE ADDITIONAL SENATE OFFICE BUILDING

MARCH 8 (legislative day, MARCH 2), 1957.—Ordered to be printed

Mr. CHAVEZ, from the Committee on Public Works, submitted the following

#### REPORT

[To accompany S. 1430]

The Committee on Public Works, to whom was referred the bill (S. 1430) increasing the limit of cost fixed for construction and equipment of an additional office building for the United States Senate, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

The purpose of this bill is to increase the limit of cost for construction and equipment of an additional office building for the United States Senate by \$2,846,000, from \$20,600,000 to \$23,446,000.

#### GENERAL STATEMENT

Construction and equipment for an additional office building for the United States Senate was authorized by the Second Deficiency Appropriation Act, 1948, approved June 25, 1948, at an estimated cost of \$20,600,000, including subway and subway transportation. The site was acquired and cleared of structures by the Architect of the Capitol in 1948-49, under the direction of the Senate Office Building Commission. Appropriations totaling \$20,600,000 have been made available to date under the authorization for the building.

The authorized total of \$20,600,000 was, however, fixed by Congress in 1948 and the plans for construction and equipment of the building were completed in 1949. As no increase in the authorized limit of cost was provided when the project was resumed in 1954, it was necessary to endeavor to absorb a 23 percent rise in construction costs which occurred during the period 1948 to 1954.

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Effort to absorb this increase was made, upon recommendation of the Senate Office Building Commission, by including the following language in appropriations made available for the project:

*Provided*, That no part of the funds herein appropriated shall be obligated or expended for construction of the rear center wing of said building, from the ground floor up, provided for under the building plans heretofore approved by such Commission.

When the work was resumed the estimated cost of planning, construction, and equipment of the building was \$19,841,500, as compared to a present estimated cost of \$20,545,000, and the estimated cost of planning and construction of the subway and subway transportation system was \$758,500, as compared to a present estimated cost of \$2,901,000.

During the period 1954 to 1957, there has been a further rise in construction costs of approximately 17 percent. The contract for excavation, concrete footings, and mats was awarded January 10, 1955. This contract was completed in January 1956. The contract for the superstructure was awarded September 9, 1955, and work under that contract is in progress. A contract is yet to be let for construction of two pedestrian tunnels between the old and new buildings as part of the building construction. In order to complete the new building, it is now estimated that an additional amount of \$703,500 will be required for construction and equipment.

Obligations, totaling \$20,133,607, have been incurred, to date, under the \$20,600,000 authorized and appropriated, leaving a present available balance of \$466,393. It is estimated that in order to complete the project, it will be necessary to incur additional obligations, totaling \$3,312,393, resulting in the necessity to request a \$2,846,000 increase in the authorized limit of cost.

Of the increase of \$2,846,000 required, \$703,500 additional is necessary for construction and equipment of the building and \$2,142,500 additional for planning and construction of a subway and subway transportation system.

With respect to the increase of \$2,142,500 in the cost of the subway and subway transportation system, the following explanation is presented.

Under the act of June 25, 1948, the Architect of the Capitol is authorized, under the direction of the Senate Office Building Commission, at a total cost of not to exceed \$20,600,000, and in substantial accordance with preliminary plans approved by the Commission, June 8, 1948, with such modification as may be necessary or advantageous, to construct and equip an additional office building for the United States Senate, including connections with the present Senate Office Building and subway transportation system by suitable tunnels and transportation system under First Street and Constitution Avenue NE., and structural and other changes in the present building and subway system necessitated thereby.

By direction of the Commission, the architects who had prepared the preliminary plans for the New Senate Office Building were retained by the Architect of the Capitol, by contract, August 6, 1948, as consulting architects to prepare the final plans and specifications and perform all other necessary related services for the design and con-

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struction of the new building, including the subway and subway transportation system, in substantial accordance with the approved preliminary plans.

When the New Senate Office Building project was suspended in 1949, only tentative plans had been prepared for a subway system to connect the New Senate Office Building with the Capitol. No final decisions had been reached, and the consulting architects had not been paid any fees for this part of the work. Tentative plans under consideration at the time of suspension of the project contemplated construction of a tunnel under Constitution Avenue from the First Street and Constitution Avenue corner of the New Senate Office Building to the Delaware and Constitution Avenues corner of the present Senate Office Building, where the new system would connect up with the existing system and continue on to the Capitol via the existing subway tracks. Such tentative plans contemplated a return switch system which would permit all cars going to the Capitol to operate on one track and all cars returning from the Capitol to the Senate Office Buildings to operate on the second track.

When the project was resumed in 1954, the Senate Office Building Commission, in its report on July 16, 1954 (S. Doc. 143, 83d Cong.) advised the Senate of these facts and further advised that upon resumption of the project the Commission would give serious consideration to the subway and subway transportation phase of the project, with a view to providing the Senate with a system that would be highly satisfactory and serviceable.

In the year following resumption of work under the New Senate Office Building project, Congress authorized two additional projects which materially affect all operations on Capitol Hill—one, the construction of an additional office building and other facilities for the House of Representatives, under the direction of the House Office Building Commission; and the other, the extension of the Capitol and other improvements related to such extension, under the direction of the Commission for the Extension of the United States Capitol. With the authorization of these 2 additional projects, it became evident that steps should not be taken to crystallize plans for a subway and subway transportation system between the Senate Office Buildings and the Capitol, until studies were first made of the overall transportation and other underground requirements of all 3 of the authorized projects.

The additional House Office Building necessitates construction of underground garages, security vault, subways and subway transportation systems between the three House Office Buildings and the Capitol. The extension of the Capitol project provides for construction of underground garages and security vault; also approaches, underground service and delivery facilities, and subways.

Studies completed to date indicate that in order to integrate the Senate Office Buildings' requirements with those of the Capitol and the House Office Buildings and to provide the Senate with speedy and efficient service, the original tentative subway and subway transportation scheme for the Senate Office Buildings should be abandoned and a new scheme developed.

As a result of these studies, the Senate Office Building Commission believes that use of the existing Senate subway transportation system should be discontinued and that new tunnels be constructed from the

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Senate side of the Capitol to the Senate Office Buildings large enough to accommodate a separate track system for each of the Senate Office Buildings. The new tunnel would start out from the Senate side of the Capitol as a tunnel of sufficient width to contain 4 double-rail tracks and after a distance of approximately 320 feet from the Capitol would branch out into 2 smaller tunnels, each containing 2 double-rail tracks—one of the smaller tunnels leading to the present Senate Office Building, and the other to the New Senate Office Building.

The tunnels would be so designed as to fit into the plans for the extension of the Capitol, to be carried out at a date subsequent to execution of work under the Senate plans. A modern, speedy transportation system would be provided for operation within the new tunnels.

Studies made to date indicate that it would be almost as costly to retain the present Senate subway, widen it, install a new modern, speedy transportation system in the same, and construct a tunnel and subway transportation system servicing only the New Senate Office Building, as it would be to carry out the plans now under consideration.

These studies indicate the cost of planning and construction of the tunnels and subway transportation system now proposed for the Senate Office Buildings to be \$2,901,000—or \$2,142,500 in excess of the amount of \$758,500 allocated for subway and subway transportation systems for these buildings in 1954.

The preliminary layout of the tunnels and rapid transportation system, as now proposed, can be readily developed into final construction plans and specifications and, as soon as the authorization act has been amended to provide for the required increase in the limit of cost of the project, the construction plans and specifications can promptly be placed in the hands of contractors for competitive bid purposes and award of contract.

The committee realizes that since the authorization of the additional Senate Office Building, plans for buildings in the Capitol area have greatly enlarged in scope, and believes it desirable to integrate the subway system with the work to be done under the direction of the Commission for the Extension of the United States Capitol, and also to consider the system in connection with House Office Buildings projects. This work was not anticipated at the time the original authorization was made, and full consideration of all projects will probably save money in the overall plan.

The committee urgently recommends enactment of this legislation, as it is believed necessary for early completion, occupancy, and full utilization of the additional Senate Office Building.

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CHANGES IN EXISTING LAW

In compliance with subsection (4) of rule XXIX of the Standing Rules of the Senate changes in existing law are shown below enclosed in brackets:

SECOND DEFICIENCY APPROPRIATION ACT, 1948, PUBLIC LAW  
785, 80TH CONGRESS, 2D SESSION, APPROVED JUNE 25, 1948

Construction and equipment of building: To enable the Architect of the Capitol, under the direction of the Senate Office Building Commission, at a total cost (exclusive of site and other expenses authorized under the preceding paragraph) not to exceed \$20,600,000 [\$23,446,000] and in substantial accordance with the preliminary plans prepared under the authority of the Act of July 11, 1947 (Public Law 169, 80th Congress), and approved by the Senate Office Building Commission, \* \* \*.



85TH CONGRESS  
1ST SESSION

**S. 1430**

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IN THE SENATE OF THE UNITED STATES

FEBRUARY 28, 1957

Mr. CHAVEZ introduced the following bill; which was read twice and referred  
to the Committee on Public Works

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**A BILL**

Increasing the limit of cost fixed for construction and equipment  
of an additional office building for the United States Senate.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*  
3       *That the amount of \$20,600,000 fixed by the Second*  
4       *Deficiency Appropriation Act, 1948 (62 Stat. 1029) as the*  
5       *limit of cost for construction and equipment of an additional*  
6       *office building for the United States Senate is hereby in-*  
7       *creased by \$2,846,000.*

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85TH CONGRESS  
1ST SESSION

**S. 1430**

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**A BILL**

Increasing the limit of cost fixed for construction and equipment of an additional office building for the United States Senate.

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By Mr. CHAVEZ

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FEBRUARY 28, 1957

Read twice and referred to the Committee on  
Public Works

**Page Denied**